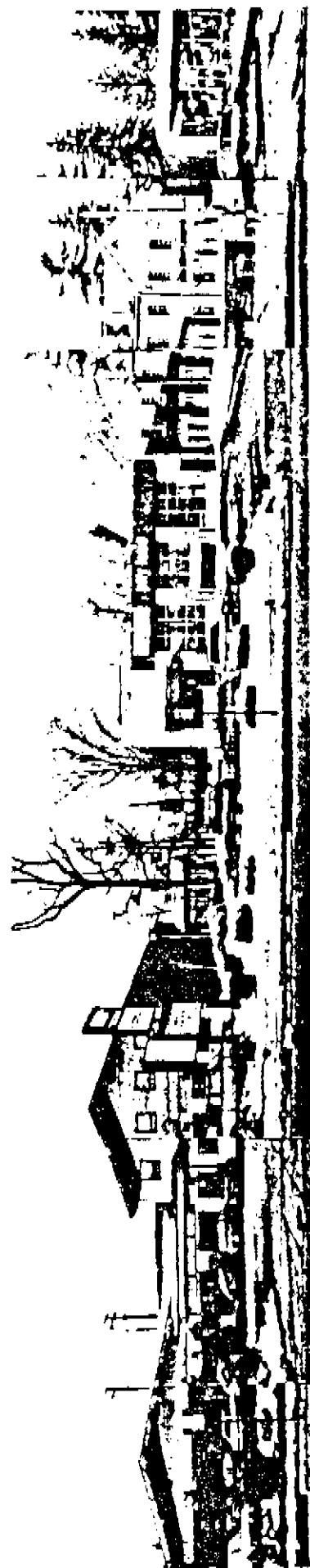


5. Traffic and Parking for Planning



5. Traffic and Parking Context for Planning

This chapter summarizes the traffic and parking analysis performed to support the preparation of the Downtown Catonsville Plan. In response to the concerns raised by Catonsville 2000 and Baltimore County, the analysis concentrated on traffic and parking along Frederick Road between the Belway and Beaumont Avenue.

The description of issues and possible opportunities for improvement presented in the following sections has been organized to provide the context for making individual decisions about each street and parking place in the downtown. Specific recommendations are provided in Chapter 7, Design Plan, for each block along Frederick Road.

Find themselves in what is relatively heavy traffic with frequent stops. When the large number of driveways and intersections is added to the radical change in driving environment, accidents are quite likely.

One of the frustrating characteristics of the downtown Catonsville street pattern is that there are virtually no east-west streets to allow circulation without travelling on Frederick Road. The street density—that is the number of streets in the grid—is very low, particularly when compared with other similar small towns of equivalent age. The narrow side streets cause motorists to reduce speeds and lead to possible accidents.

A.1. Regional Traffic Patterns

Surprisingly, almost 80% of the traffic on Frederick Road appears to be residents of Catonsville or visitors to the downtown for shopping or business purposes. Our through traffic survey (see Appendix B) indicated that only 21% of the afternoon peak period traffic proceeded through the downtown without stopping.

problem for the section of Frederick Road lying west of South Rolling Road. The data are not

so clear about the amount of through traffic using Bloomsbury and Ingleside Avenues. The study now underway by Baltimore Regional Council of Governments (COG) and the Baltimore County Traffic Department. The existing data seem to indicate that growing road traffic presents a significant through traffic

conflict points is somewhat below a 100 feet but more than 50 feet. Thus, there are a large number of opportunities for potential accidents caused by vehicles slowing to make turns, crossing in front of opposing traffic or trying to exit from a wayside development to the road way.

A.1.a. Regional Traffic Patterns

Much of the traffic disruption, delays and minor accidents may be the result of the large number of driveways and intersecting streets which create conflict points along Frederick Road. In slightly more than 1½ mile (2,800 feet) there are 23 or 24 driveways or street intersections on each side of Frederick Road (see Table 5.1). This is an average spacing of just over 100 feet between points where a motorist can make a turn or a vehicle can exit. Since many of the driveways and intersecting streets are not opposite each other, the actual spacing between

Catonsville lies within the Frederick/Woodlawn/Baltimore corridor as defined by the Maryland Department of Transportation in its Statewide Committee Assistance Study. The preliminary assessment reported in "A Study of the Appropriateness and Applicability of Light Rail Transi-

Citizens of Catonsville sense that driving through their downtown is not always a pleasant experience. Frequent delays on Frederick Road are caused by motorists making both left and right turns into off-street parking lots. The large number of driveway entrances and exits leads to disruption and potential accidents. The gateways to the downtown provide the motorist with unexpected changes in driving requirements. Motorists from the east who have just left the Belway or who have been travelling at relatively high speeds on Frederick Road east of the Belway are confronted with numerous slow-moving vehicles making turning movements. Traffic travels in an undisciplined way on 22-foot wide lanes. Motorists from the west generally are leaving relatively rural driving conditions and

"in Maryland". October 1, 1988 was that there would be sufficient potential ridership in the portion of the corridor from downtown Baltimore out to the "vicinity of I-695" by the year 2010 to warrant further study of rail rapid transit, Light Rail Transit (LRT), HOV lanes/busways, commuter bus and park and ride lots. This preliminary report further recommended study of only HOV lanes, park and ride lots, commuter bus service and roadway widening for that part of the corridor which includes Catonsville, although the precise boundary was not defined. A more detailed report from the Statewide Commuter Assistance Study is due in July 1990.

Table 5.1
Conflict Points Along Frederick Avenue:
Number of Driveways/Intersections and
Average Distance Between Conflict Points

Section	Dist	North Side Nbr Spacing	South Side Nbr Spacing
Deray to Ingleside Ave.	1,200'	9	133' 15 75'
Ingleside Ave. to Melvin Ave.	1,600'	15	107' 8 200'
Deray to Melvin Ave.	2,800'	24	112' 23 116'

Source: Douglas & Douglas, Inc.

As part of this study we investigated the existing right-of-way of the old B&O Railroad Caton Branch line for possible transit use. Although not currently being analyzed as part of the Maryland DOT Statewide Study of Light Rail Transit Corridors, it is possible that this branch will be studied by MDOT in the next wave of analysis. It could be used to provide commuter transportation from Catonsville to Baltimore. Use of this line for transit would necessitate study of the adequacy of parking facilities in Catonsville for commuters.

A.2. Major Traffic Generators

Based on our survey, it appears that Catonsville itself is the major generator of traffic along Frederick Road, which is the only continuous east-west roadway through the town. Most of the trips appear to be made by citizens of the town who either use Frederick Road to gain access to their residence or for shopping purposes.

Aside from the commercial and residential areas of Catonsville itself, new major sources of traffic could include the redeveloped German Children's Home and Spring Grove State Hospital.

Although traffic from these sites could use town streets, access roads could be required to lead traffic away from Catonsville center. Therefore, traffic from developments at these two sites plus the proposed UMBC Research Park should use Wilkins Avenue rather than Frederick Road.

A.3 Principal Issues

1. The delineation and configuration of Frederick Road throughout downtown Catonsville must reflect the type of development desired and be compatible with adjoining land uses. Within this context each of three segments of the street is treated differently.
 - a. The "Eastern Gateway" segment represents the entrance to the town beginning at the Beltway and extending west to the Catonsville Elementary School. The land use in this section is auto-oriented with commercial properties set back from the road and off-street parking lots between the streets and businesses.
 - b. The "Village Core," extends from the elementary school west to Melvin Avenue. Here the businesses abut the sidewalk, and parking is either along the curb or in off-street lots behind the businesses.
2. In the Gateway sections, there is room to reduce the Frederick Road cross-section from two 22-foot lanes to a pair of 17-foot lanes with a 10-foot median. The ten-foot median will provide for controlled left-turn lanes thereby reducing the number of conflict points. The 17-foot lanes will discipline traffic flow somewhat better than the wider 22-foot lanes but will still allow the passing of vehicles which are attempting to make a right turn into an adjoining business. In the Village Core area, curbside parking should be retained and the median replaced with a center line. A special turn lane analysis needs to be done for the intersection of Frederick Road with Ingleside/Bloomsbury Avenue, but a preliminary analysis indicated a need for separate left turn lanes on each approach. Curbside parking on Frederick Road will be removed only where absolutely necessary to allow for one through lane and one left turn lane in each direction.
3. Should there be new roads built to provide a denser network of circulation streets? It is extremely difficult in a developed town with the charm and heritage of Catonsville to find rights-of-way for new streets. Consequently, projects have to be small in scope and sensitively designed. We have identified a possible street extension of Orton Avenue between Ingleside Avenue and Egges Lane with upgrading between Ingleside Avenue and St. Timothy's Lane. To the south of
- c. West of Melvin Avenue lies the "Western Gateway" which is again somewhat more auto oriented.

Frederick Road, the alley between Mellor Avenue and Newburg Avenue should be upgraded for circulation traffic. Implementation of these improvements could help relieve traffic congestion and allow for circulation within the downtown without using Frederick Road, and also reducing traffic in neighborhoods.

4. Diversion of regional through traffic through provision of relief routes or other means. In the Frederick Road Corridor the only east-west alternatives to Frederick Road are Edmondson Avenue and Wilkins Avenue.

These parallel roads lie in the same general corridor at some distance from Frederick Road. We anticipate that designing the Gateway and Village Core sections of Frederick Road to focus on serving the adjoining land uses will tend to prevent Frederick Road from becoming more attractive to through traffic in the future. Consequently, this will encourage traffic from Baltimore destined for points west of Catonsville to use Edmondson Avenue or Wilkins Avenue. Currently the percentage of through traffic on Frederick Avenue is not large (21%).

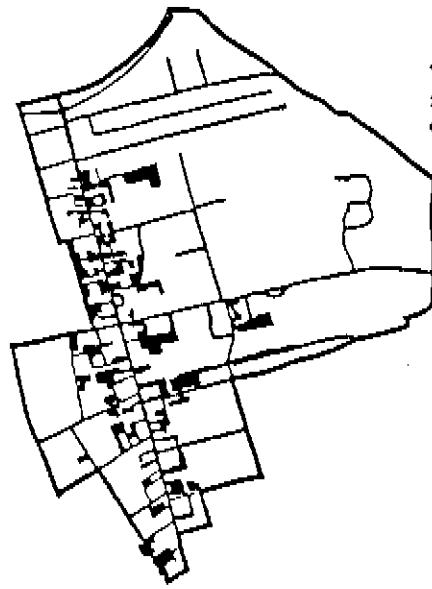
5. Improving traffic flow by consolidating intersections and driveways. The numerous off-set intersections are difficult to signalize and present micro congestion problems since traffic going north and south must temporarily use Frederick Road as part of their trip. One opportunity to alleviate this congestion problem is through relocation of Egges Lane, moving the roadway west to an alignment

which meets Mellor Avenue. This would require special emergency signalling for the firehouse but would allow for simple signal operation except for emergencies.

A.4. Opportunities for Improvements

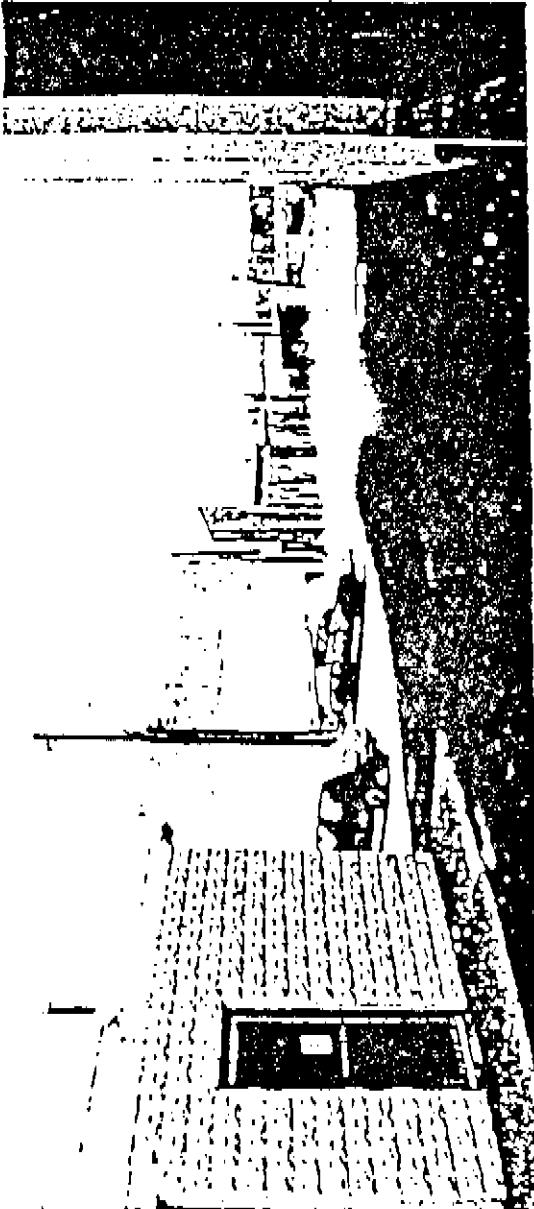
The study team recognizes the need to improve the "fine grained" accessibility to businesses in downtown Catonsville in order to support current retail activities and to encourage proposed economic development. This includes improving circulation in the downtown area so that businesses can be reached without using Frederick Road as much as possible and so conflicts can be minimized where use of Frederick Road is essential. We see the following opportunities to make relatively modest near-term improvements in the street systems to accomplish these ends.

1. Provide a 10-foot median with left turn bays in Frederick Road from Delray Avenue to a location just east of the Catonsville Elementary School. The actual design of the median islands and the locations of left turn bays will have to be preceded by detailed turning movement analyses in all cases. This study did not perform that analysis and the left turn locations shown in this report are approximations. For implementation, the proposed median and left turn bays may be painted on the pavement, rather than constructed with curbs.
2. Consolidate parking lots and reduce the number of driveways onto Frederick Road to reduce the number of left turn conflicts and right turn delays.



Parking lots

3. Consolidate rear yard parking areas where feasible and provide a connection between rear and front yard parking. Providing rear yard access and egress will reduce traffic flow on Frederick Road.
4. Achieve additional circulation capabilities by upgrading Orban Avenue with 22' pavement, curbs and gutters. The existing irregular, but generally more than 44' right-of-way, is more than adequate for this improvement. Consolidation of parking lots and extension of Orban Avenue west to Egges Lane would also provide rear access to the Parking Authority Lot as well as the businesses located in that area. Orban Lane should connect with Jones Avenue and then to the Parking Authority lot and on to Egges Lane.



GATEWAYS (page 5-4, Sec. A.4, No. 1)

Eastern Gateway - A smaller version of the median could be located between Wade and Holmenhurst Avenue or by an extension from the sidewalk, almost as large as a parking space, with planting, ID sign, etc. The Board feels this idea requires an engineering analysis and would be solved during the implementation stage.

Western Gateway - Again, it would be nice to have a small median strip as long as it doesn't create increased parking problems. Parking would not be a problem if the Post Office created off-street parking or moved their trucks from Catonsville.

MEDIAN AND OR TURN LANES (page 5-4, Sec. A.4, No. 1)

In the Village Core area, curbside parking should be retained and the median replaced with a center turn lane. A special turn lane analysis needs to be done, especially for the intersection of Frederick Road with Ingleside/Baltimore Avenue, Wilsons Lumber and the municipal parking lot and Mellor Avenue. Curbside parking on Frederick Road will be removed only where absolutely necessary to allow for one through lane and one left turn lane in each direction.

10 FT. MEDIAN (page 5-4, Sec. A.4, No. 1)
The Board disagrees with Legg Mason's proposed 10 ft. median from Delrey to Catonsville Elementary. We feel it should not be done. The Traffic Committee feels that if a Gateway Median is desired, it should be short and located somewhere between Wade Avenue and Holmenhurst Avenue, after a traffic engineering study.

ENTRANCES ALONG FREDERICK ROAD (page 5-4, Sec. A.4, No. 2)

The Board agrees with the Legg Mason Plan that the aggregation of small lots in the study area would allow a reduction in driveways thereby reducing conflict and helping improve traffic flow on Frederick Road.

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REAR YARD PARKING (page 5.4, Sec.
A.4, No. 3)
The Board agrees with this recommendation.

ORBAN ALLEY OR LANE (page 5.4, Sec.
A.4, No. 4)
Upgrade Orbans Alley between St. Timothy Lane to Ingleside Avenue in order to achieve additional access capabilities. Also try to add perpendicular parking along the alley on the north side. We feel this should be just an access ALLEY with the primary purpose to serve the rear parking for the retail stores, some of which have no parking and also helping the retail stores on the south side of Frederick Road. Some of those stores being Peirson Travel, Appalachian Bluegrass and Shepherd's Place.

ORBAN ALLEY TO EGGS LANE (page 5.4, Sec. A.4, No. 4)
Consolidation of parking lots and extension of Orbans Alley west from Ingleside Avenue to Eggs Lane would also provide rear access to the Parking Authority Lot as well as the businesses located in that area. Orbans Lane should connect with Jones Avenue and then to the Parking Authority lot and on to Eggs Lane. A comprehensive development plan should be created for this entire area, before any additional development takes place.

REVENUE PARKING LOT (page 5.4, Sec.
A.4, No. 4)
Priority should be given to gaining an access to Eggs Lane, Melrose Avenue or Ingleside Avenue from the Revenue Authority Lot. At present the use of Jones Avenue to Melrose Avenue appears to be the most likely. A comprehensive development plan should be created and merged into the Catonsville Master Plan. With the closing of the Hardee's store and the possible availability of all the parcels around the Revenue lot, now is the best time to create an orderly and planned development of this area. Care should be taken not to overbuild, which would increase parking problems and be unfair to present businesses.

5. Upgrade unpaved alley between Mellor and Newburg Avenue, south of and parallel to Frederick Road.
6. Relocate Eggs Lane to align with Mellor Avenue to simplify that signalized intersection. This improvement should be given high priority.
7. Retain curbside parking in the Village Core which extends west from the elementary school to Melvin Avenue. Detailed location analysis should be performed to confirm retention or removal of existing spaces to provide for safe operation and efficient through traffic flow at intersections. Remove existing metered spaces at the entrance to the Parking Authority lot and near the intersection of Frederick Road with Ingleside/Bloomsbury Avenues as needed.
8. Install a traffic signal at the intersection of Delaney Avenue and Frederick Road. This signal would serve to discipline the traffic stream approaching the Eastern Gateway on Frederick Road. It would also provide a safer access into the adjoining neighborhoods. In conjunction with this installation, Glenwood Avenue could be one-way north from Frederick Road to Lavoria.
9. Install a traffic signal at the entrance to the Municipal parking lot. This is a third-tier possibility which could be implemented to provide crossing protection and access and egress protection for the Municipal parking lot. The location is sufficiently far from Ingleside Avenue and Eggs Lane but the
- opposing traffic volumes are probably not high enough to warrant a signal. Additional analysis is needed.
10. Consider closing Wade Avenue entrance to Spring Grove site when it is redeveloped. Wade Avenue to remain 2-way street.
- B. PARKING**
- B.1. Distribution of Parking Spaces**
- Based on the analyses performed in this study downtown Catonsville appears to have adequate parking in terms of the total number of spaces. There are signs however, that the parking is not necessarily located in the right place or accessible to all users. Ninety percent of the available parking spaces are located in off-street lots which are privately owned and are often restricted for use. Most of the parking spaces are in disjoint parcels and are not well managed. As a result, while some lots are underutilized there are instances of localized saturation which give the appearance of insufficient parking.
- There have been complaints raised about parking encroachment in residential areas. Because of the lack of streets parallel to Frederick Road there is no delineation between the residential and commercial areas. Therefore it is quite likely that from time to time parking for commercial uses will occur at the residential hinge to the commercial area (although we did not notice it in our survey).
- The curb meters are set for two hour limits with \$0.10 per hour fees. The parking lot meters are

ALLEY BETWEEN MELLOR AND NEWBURG (page 5.3, Sec. A.4, No. 5)
To the south of Frederick Road, the alley between Mellor Avenue and Newburg Avenue should be connected and upgraded for access to small parking areas. Implementation of these improvements could help relieve traffic congestion by allowing access within the area without using Frederick Road. A comprehensive development plan should be created for this area.

RELOCATE EGGS LANE AT FREDERICK ROAD (page 5.3, Sec. A.4, No. 6)
Move the Eggs Lane roadway west to align with Mellor Avenue. This would require special emergency signaling for the firehouse but would allow for a single simple signal operation at the intersection, except for emergencies. Make Eggs Lane two-way over the newly aligned section. This will allow the closing of 805 Frederick Road's entrance to Frederick Road to be relocated off Eggs Lane.

TRAFFIC SIGNAL (page 5.5, Sec. A.4, No. 8)
Install a traffic signal at the intersection of Delaney Avenue and Frederick Road. This item is an immediate priority.

GLENWOOD AVENUE (page 5.5, Sec. A.4, No. 8)
Make Glenwood Avenue one way north from Frederick Road to Lavoria. This becomes even more important if done in conjunction with a new traffic light at Delaney Avenue and Frederick Road.

MUNICIPAL LOT TRAFFIC LIGHT (page 5.5, Sec. A.4, No. 9)
We see no need for a traffic light here, especially if we get near access to the lot. Crossing protection for pedestrians could possibly be implemented by use of a brick walk or painting a crosswalk in Frederick Road.

Table 5.2 shows the result of the parking

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WADE AVENUE (page 55, Sec. A-1, No. 101)
Many of the businesses on Frederick Road
get business from Spring Grove and closing
could adversely affect their business. While
the closing of Spring Grove's Wade Avenue
access (except for emergency vehicles) has
some traffic appeal, further marketing
analysis should be done before changing
status.

Additional Catonsville 2000, Inc. Comments:

BISHOPS LANE (page 3, Sec. A-4, No. 11)
Widen both Bishops Lane and Bloomingdale Avenue from Frederick Road to Bloombury Avenue. This includes moving the utility poles back.

BLOOMDALE AVENUE (page 33, Sec.

A.4, No. 13] Realign Bloomingdale at the intersection of Bloomsbury Avenue. This would eliminate the dog leg at Bloomsbury Avenue, and make a safer intersection.

700 BLOCK FREDERICK ROAD [page 5.5]
Sec. A. 4, No. 14)
If the rear of this block should later be
redeveloped a more dense road system for
that area would have to be included in the
PLAN.

107 19 729 FREDERICK ROAD (page 5.5)

Sec. A-4, No. 15)
There is a storm drain located in the rear of these stores which should be covered. Covering this drain would allow for the consolidation of parking lots which we hope would create many more parking spaces.

<u>RELOCATE</u>	<u>WINTERS</u>	<u>LANE</u>	<u>A</u>
<u>FREDERICK ROAD</u> (page 55, Sec. A-4, N)			
161) Relocate Winters Lane to the rear of Schleupner's Liquor Store, 900 Frederick Road, so that it aligns with Newbury Avenue. This would eliminate the dead-end that now creates some congestion. The could possibly open up some parking delivery entrances not on Frederick Road.			

set for the same fee as the curb meters although the time limit is set for 12 hours or more. We believe the fees on the curb meters are too low and should be at least \$0.25 per hour with the meters set for one or two hours maximum. Our study of turnover indicated that the average duration was between 30 minutes and 48 minutes depending on the block. The one exception was between Winters Lane and Egges Lane where the average duration exceeded two hours on the south side and approached two hours on the north side. This was the area where "meter feeders" were parking all day. In areas where parking is in short supply and, where high turnover is desirable, setting the maximum time limit for one hour and charging \$0.50 per hour would not be unreasonable. The fees in the parking lot should be less than those for curb meters, and we recommend retaining the all day (9 or 10 hours) time limit.

Loading and unloading for businesses presents a difficult problem today in downtown Catonsville. There are insufficient delineated loading zones, and neither the parking nor the loading and unloading zones are either policed or enforced based on our observations. Most deliveries could be made from parking lots connected to the businesses.

B.3. Major Generators

The major generators of parking demand are the businesses along Frederick Road particularly the music stores and the entertainment/restaurants. The increased use of metered spaces at lunch time in part reflects the attractiveness of

Catonsville Off-Street Parking Inventory Total for Public and Private Lots *

Section	Number of Parking Spaces		
	North Side	South Side	Total
Delray Ave. to Ingleside Ave.	144	404	548
Ingleside Ave. to Melvin Ave.	505	318	823
Melvin Ave. to Forrest Ave.	206	3	209
Total	855	725	1,580
Curb Meters (Frederick Ave.)	39	40	79
Total Parking Spaces	894	765	1,659
Percent of all Spaces	54%	46%	100%

*Capacities approximated for private lots without stall markings.

Source: Douglas & Douglas, Inc.

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the restaurants along Frederick Road. Many of

the other businesses appear to have sufficient rear yard parking or front yard parking, particularly those located in the gateway areas. A major generator of illegal parking and, consequently, of traffic disruption is the loading requirements in the 700, 800 and 900 blocks of the Village Core. This problem will require

detailed analysis particularly to locate rear yard loading zones where possible. One solution would include designating curbside loading zones and policing for proper use to keep out automobiles during the morning and early afternoon, in particular, and to reduce illegal curb side parking.

B.4 Principal Issues

1. We want to keep accessible, affordable parking plus promote good traffic circulation in downtown Catonsville. There is an inherent conflict in these two objectives because curb side parking disrupts traffic flow but curb side parking also provides easy and necessary access to businesses.
2. We want to minimize the impact of commercial parking on residential land uses. This can be helped by improved commercial parking and through diligent enforcement of residential parking restrictions if that becomes necessary.
3. In general the parking quantity appears sufficient for Catonsville's immediate needs, but it is poorly distributed. One solution is to coordinate and manage the parking in front of and behind neighboring businesses. This requires considerable collaboration and

agreements including resolution of litigation and liability questions.

4. The current curbside parking cannot remain in areas where a median is installed to provide left turn bays such as in the Gateway section. Curbside parking may be retained where it supports the Village Core with its pedestrian environment and businesses built to the sidewalk line.
5. Parking restrictions during peak hour can be implemented to increase traffic flow should that be desirable, but this would tend to conflict with the idea of retaining a slow-paced environment for shoppers and pedestrians.
6. Current parking charges seem unreasonably low, and enforcement is not vigorous enough.

B.5 Opportunities for improvement

1. Off-street parking in private lots should be combined for better utilization. The aggregation of small lots in the Gateway areas would allow a reduction in driveways thereby reducing conflict and helping improve traffic flow on Frederick Road.
2. Arrange for increased enforcement to reduce "meter feeding"; preserve curb spaces for customers rather than employees. Enforcement will also reduce illegal parking in locations which inhibit smooth flow at intersections. Enforce the speeding laws.
3. Deliveries to most business can be accomplished from back lot or front lot locations. Only the businesses on the north side of the 300 block of Frederick Road appear to lack adequate facilities (their lot is too small for delivery trucks). Possible solution is to shift center line of Frederick Road south approximately 4' to allow for two 13' through lanes, a 10' median and an 8' wide loading zone lane in that block.

Third tier recommendation is to consider a traffic signal at the Authority Lot.

4. Examine each of the existing curb meters for retention or removal. Special consideration should be given to requirements for turning movements, stacking lanes, and line-of sight requirements at driveway entrances and street intersection.
5. Restructure parking meter fees. As discussed above the curb meters should be set for a one hour or two hour maximum time limit with a \$0.25 or \$0.50 per hour fee. The Authority Lot should be kept at some lower fee schedule (\$0.15 to \$0.20 per hour). The time limit on the Authority Lot should be no more than 8 or 9 hours. There seems to be no need to charge a time limit on the Authority Lot should be no more than 9 or 10 hours. There seems to be no need to charge parking fees in the evening, for it doesn't seem to be needed for control purposes, nor does it seem to be enforced. The Board also feels that the first six (6) meters on the Revenue Authority Lot closest to Frederick Road should be the same premium fee as are the meters directly on Frederick Road.

ENTRANCES ALONG FREDERICK ROAD
(page 5.1, Sec. D.5, No. 1)

The Board agrees that the aggregation of small lots in the study area would allow a reduction in driveways, thereby reducing conflict and helping improve traffic flow on Frederick Road.

METER FEES (page 5.7, Sec. B.5, No. 5)

The meters along Frederick Road need to be increased to discourage all day parking. The curb meters should be set for a one (1) hour maximum time limit, with a minimum \$0.25 per half-hour fee. The Authority Lot should be kept at some lower fee schedule (\$0.15 to \$0.20 per hour). The time limit on the Authority Lot should be no more than 8 or 9 hours. There seems to be no need to charge parking fees in the evening, for it doesn't seem to be needed for control purposes, nor does it seem to be enforced. The Board also feels that the first six (6) meters on the Revenue Authority Lot closest to Frederick Road should be the same premium fee as are the meters directly on Frederick Road.

ENFORCEMENT (page 5.7, Sec. B.5, No. 6)

Arrange for increased enforcement to reduce "meter feeding" and to preserve curb spaces for customers rather than employees. Enforcement will also reduce illegal parking in locations which inhibit smooth flow at intersections. Enforce the speeding laws.

DELIVERY ZONES (page 5.1, Sec. D.5, No. 7)

Commercial loading and unloading of deliveries should be provided in the Village. If Winters Lane is realigned with Newberg Avenue, the abandoned part of Winters Lane could be a good place for a delivery drop-off zone.

CATONSVILLE 2000
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Additional Catonsville 2000, Inc. Comments:

800 and 900 BLOCK OF FREDERICK ROAD
(page 5.7, Sec. B.5, No. 8)
Both sides of Frederick Road, between Egges Lane and Melvin Avenue, represent our biggest parking problem. Off-street parking in private lots should be combined for better utilization. Encourage the Revenue Authority to purchase property in the middle of those blocks and provide a new lot, even if relatively small in size.

POST OFFICE (page 5.7, Sec. B.5, No. 9)
It is necessary that the Post Office acquire off-street parking either through purchase or lease. The Post Office needs to study their locations of mail boxes. (Particularly those boxes in front of their Catonsville branch and the box at Frederick Road and Bloombury Avenue.) The boxes should be moved to less congested spots. Access to the mail boxes should be on the driver's side in the few instances where that may be possible (one way streets, parking lots, etc.).